

HOURS

Friday—Sunday, 10 AM-5 PM

(Always check the website for the latest hours and for any other information prior to your visit)

ADMISSION

\$20 for Adults

\$15 for Students (with valid ID)

\$15 for Seniors (65 & older)

Free for Children under 6

(Must be accompanied by a paid adult)

Free for Active Military Personnel

Purchase Tickets at blackhawkmuseum.org

For group tour information and rates, please call
925.736.2277, ext 239.

PUBLIC TOURS

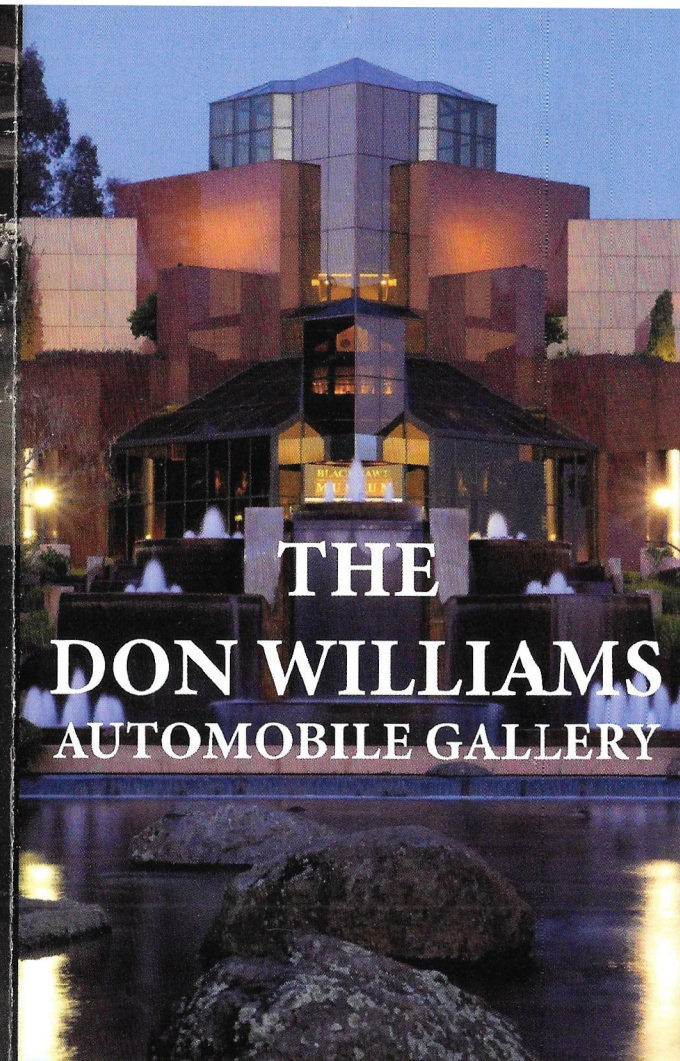
Docent-led tours of the automobile are conducted at 2 PM every weekend. Each tour lasts about an hour and is included FREE with your Museum admission.

ACCESSIBILITY

The Museum is Wheelchair-accessible and wheelchairs are available for use.

PHOTOGRAPHY POLICY

"Photography and/or videotape for non-commercial purposes is permitted in the galleries. Tripods, monopods & Selfie-Sticks are not permitted. Photography and/or videotape behind the rope barriers is not permitted."



EXHIBITION GUIDE

General Admission to Blackhawk Museum gives you access to *The Don Williams Automobile Gallery*, *The Spirit of the Old West*, *Art of Africa*, *Into China* and *World of Nature*.



3700 Blackhawk Plaza Circle, Danville, California 94506-4652
925.736.2280 | Fax: 925.736.8701 |
info@blackhawkmuseum.org

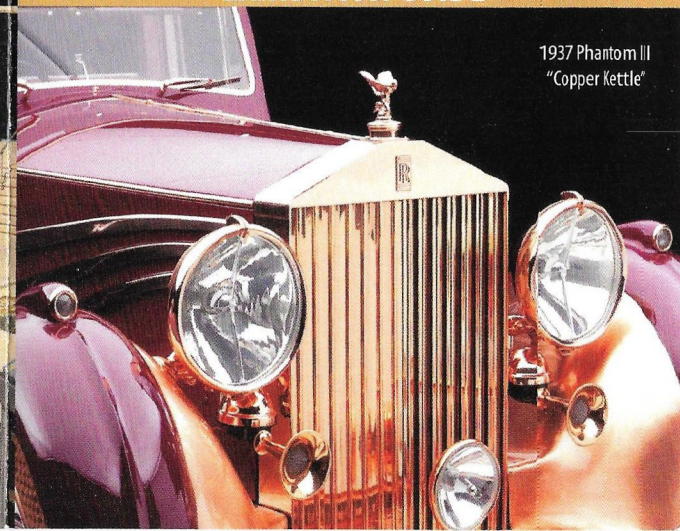
Blackhawk Museum is part of Behring Global Educational Foundation, a 501(c)3 non-profit Organization.
FEIN # 84-4053692

CAR CLUBS AT THE MUSEUM

The Blackhawk Museum is host to dozens of car clubs of all marques every year. Car clubs have the chance to park on the plaza in front of the Museum, receive an exclusive car club rate and have a Docent lead their tour of the galleries.

Located in the Blackhawk Plaza, there are several restaurants and shops to enjoy. The tri-valley area has numerous back roads, wineries and Mt. Diablo State Park if your group is looking to make a day trip of their visit.

To book your club for a day at the Museum
email: info@blackhawkmuseum.org
or call: 925.736.2277 x239

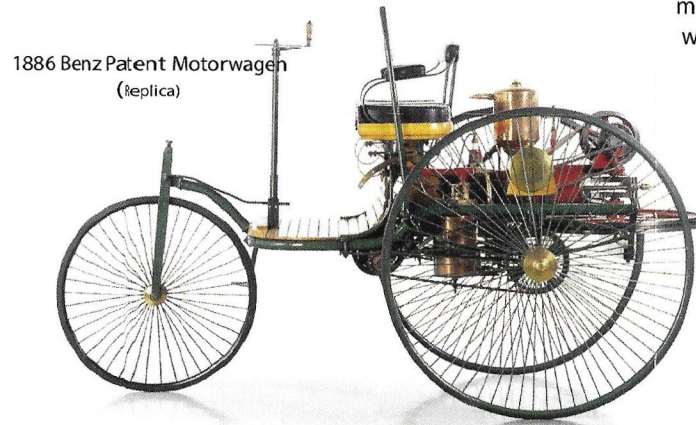


1937 Phantom III
"Copper Kettle"

The Art of the Automobile

An Overview

The Blackhawk Museum opened in 1988 as the Behring Auto Museum, a single building dedicated to the preservation and presentation of the automobile as a work of art. Over the last thirty years, the Museum grew in size and scope to display a variety of exhibitions. Throughout the change, the automotive gallery's primary focus remained to present unique automobiles as works of fine art.



1886 Benz Patent Motorwagen
(replica)

These rare beauties can be divided into four categories of cars: Horseless Carriage, Antique, Classic, and Special Interest. A brief overview of these categories, complete with photographic examples that portray the general style of the automobile during each period, will be covered here.

HORSELESS CARRIAGES 1886-1915

Like the name implies, Horseless Carriages borrowed concepts from their predecessors, horse-drawn carriages. Reflecting the industry's basic roots, cars were not sophisticated and offered the basics in transportation. Typical of this era were cars with natural white rubber tires, leather covered fenders, slab-sided bodies, and square shaped radiators (or none at all).

The earliest pioneers of the automobile experimented with self-propelled vehicles for various reasons. One of the earliest, Nicholas-Joseph Cugnot of France, built a steam-powered tractor in 1771 to move heavy military armament. Later, in the late 19th century, Gottlieb Daimler

and Karl Benz of Germany experimented with self-propelled vehicles for civilians, each developing their own vehicle a mere thirty miles apart from each other without knowing the other existed. In 1886, Benz succeeded in his efforts and received a patent on the three-wheeled Benz Patent Motorwagen.

Charles and Frank Duryea were the earliest American manufacturers with their 13 identical cars in 1896. Ransom E. Olds was another notable American manufacturer whose goal was to replace the horse for everyday transportation. Olds received credit for manufacturing America's first mass-produced car with sales of nearly 5,000 Curved Dash Oldsmobiles

between 1901 and 1904. Henry Ford's simple Model T went into production in 1908 and a staggering 15 million cars rolled off the assembly line through 1927. By 1924, a new Ford sold for \$290, making it less expensive to use and maintain than a horse.

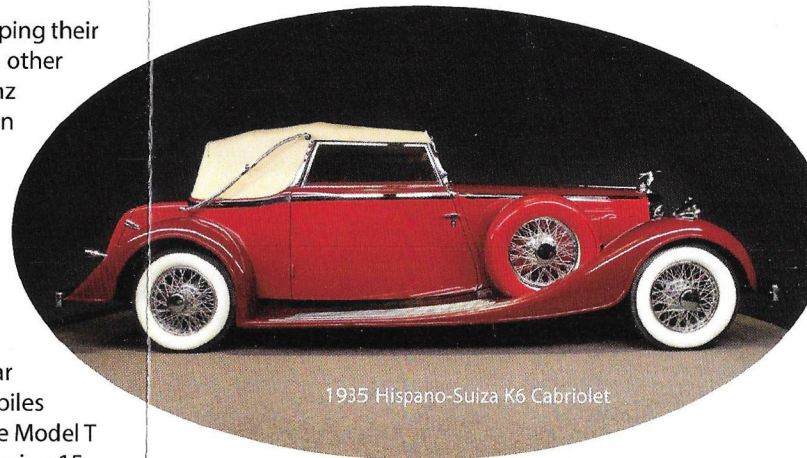
One of the most innovative advancements that arose during this period was the electric self-starter. Introduced on the 1912 Cadillac, it eliminated the possibility of broken bones from engine crank kickback. On-board generators came about as well, providing electricity for head and taillights, rendering acetylene gas and kerosene lamps obsolete. The era ended with efficient, self-propelled, self-starting automobiles throughout the world.

ANTIQUE AUTOS 1916-1924

Artistic and mechanical development of the automobile rapidly progressed during the Antique Era of the automobile. Bodies flowed, glass windows could be raised and lowered, new styles of wheels were introduced, and there were great



Ferrari LaFerrari



1935 Hispano-Suiza K6 Cabriolet

advancements made in tire compounds.

Engine technology also improved with Packard developing the V-12 Twin Six engine in 1915. Other manufacturers followed suit and began developing 8, 12 and even 16 cylinder engines. At this time a wide range of body designs were available to the public: motor buggies, cycle-cars, steam cars, touring cars, sports cars, and luxury cars. Enclosed coachwork became common during this era as well. By the mid-twenties, greater luxury, more comfort, and increased horsepower were available to the public. Enthusiasm for the automobile rose considerably during this period and, before the Great Depression, thousands of different car makers names were listed in the U.S. alone; however, in many cases, each manufacturer produced a single car.

CLASSIC AUTOS 1925-1948

Highly stylized bodies, usually unique, with aerodynamic or streamlined radiator shapes, wide white sidewall tires, and wire spoke or disk wheels define the trademarks of the Classic Era that some say is the Golden Age of custom auto design. Typically very expensive and stylish, Classics were often custom designed and hand built by artisans, or coachbuilders. For years coachbuilders plied their trade on the horse-drawn carriages of the wealthy, and they now applied their craftsmanship to the automobile. The demand for unusual and innovative designs expanded the coach built auto industry. Many automobile manufacturers produced rolling chassis—functioning automobile devoid of coachwork—that arrived at the coachbuilder as a blank canvas. These chassis could then be crafted to

meet the taste of individuals and dealers.

Coachbuilding ended prior to World War II in the U.S. and soon thereafter in most foreign countries. Auto manufacturers' in-house body designers and fabricators took over and many were direct descendants of the great, independent coachbuilders.

SPECIAL INTEREST AUTOS 1920-1970

Special Interest Autos are a broad group to which no typical styling features can be assigned. All unique and unusual automobiles, such as concept cars, factory show cars and celebrity cars, fit into this category.

Unique styling and engineering factors usually place a car in the special interest category. The Chrysler and DeSoto Airflows, the Tucker, the Alfa Romeo BAT's, and the 1953 Dodge Firebomb, have all been noted for their trend-setting styling.

An automobile may also be of special interest because of its revolutionary engineering—the 1949 Cadillac was the first year of the new overhead valve V-8—or because it won a significant race or was simply owned/designed by someone famous.



1933 Packard 1004 Super Eight

The automobiles in the Museum are constantly changing, so every visit should give you the opportunity to see a new, interesting vehicle as well as some old favorites. There is not a set schedule to the rotation but you can check our website in advance for any major changes. If you would like to book a group tour of the Museum with one of our docents, please email info@blackhawkmuseum.org.